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ABSTRACT

This booklet seeks to introduce basic dialogues for utilization at airport facilities. The English version of the phraseology is provided with the Chinese Mandarin text. The phraseology includes material on: (1) departure control, (2) high altitude penetration, (3) beacon identification, (4) arrival control, (5) circling approach, (6) final control, and (7) trend information. (RL)

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CHINESE-MANDARIN
BASIC DIALOGUES FOR AIRPORT FACILITIES

U.S. DEPARTMENT OF HEALTH, EDUCATION & WELFARE
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Roy M. Kessler

ROY M. KESSLER
Colonel, USA
Director

PREFACE

This booklet seeks to introduce basic dialogues for utilization at airport facilities. The English version of the phraseology is provided on the even-numbered pages with the Chinese version on the odd-numbered pages. Students in the Chinese-Mandarin Department should be able to comprehend the Chinese version in four hours and then practice the dialogues without the text.

Inquiries concerning these materials, including requests for authorization to reproduce, should be addressed to the Director, Defense Language Institute, U. S. Naval Station, Anacostia Annex, Washington, D. C. 20390.

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BASIC DIALOGUES
FOR
AIRPORT FACILITIES

I. DEPARTURE CONTROL PHRASEOLOGY

Using the following phraseology, the departure controller transmits ATC clearances and vectors to aircraft as required to comply with the clearances.

Pilot: CANYON DEPARTURE (identification), AIRBORNE.

Departure: (identification) CANYON DEPARTURE, ROGER, RADAR CONTACT.

Departure: (identification) TURN LEFT (RIGHT) HEADING (heading), OVER.

Pilot: (identification) ROGER.

Departure: (identification) (position in respect to course or fix along route), RESUME NORMAL NAVIGATION, OVER.

Pilot: (identification) ROGER.

Pilot: (identification) LEVEL AT (assigned altitude) or, (in the case of a jet) LEAVING ONE ZERO THOUSAND, OVER.

Departure: (identification) ROGER.

Departure: (identification) SQUAWK (code as assigned), CONTACT MINNEAPOLIS CENTER (frequency), OVER.

Pilot: (identification) ROGER.

I. DEPARTURE CONTROL PHRASEOLOGY

Pilot: Páishuǐ...(2110)...Ch'ífēi 1e.
Departure: (2110)..Páishuǐ..hǎote...k'ántao 1e.
Departure: (2110)..tsǒ chuǎn (yǔ chuǎn)..hánghsiàng (180)..
..huítá.
Pilot: (2110)..Míngpai.
Departure: (2110)..(Tàole 762...p'átào 5000 kūngch'ih....
hánghsiàng 310), RESUME NORMAL NAVIGATION...
huítá.
Pilot: (2110)..Míngpai.
Pilot: (2110)..(10,000 kūngch'ih)..p'íngfēi or (in case
of a jet) LEAVING ONE ZERO THOUSAND, huítá.
Departure: (2110)...Hǎote.
Departure: (2110)..SQUAWK (code as assigned) yùng (116) kēn
MINNEAPOLIS CENTER liénlò..., huítá.
Pilot: (2110)..Míngpai.

II. HIGH ALTITUDE PENETRATION (JET) PHRASEOLOGY

Pilot: CANYON APPROACH (identification), APPROACHING SWAN, MAINTAINING FLIGHT LEVEL TWO ZERO ZERO, ON (frequency).

Approach: (identification), CANYON APPROACH, CLEARED FOR TACAN TWO RUNWAY TWO ONE PENETRATION FOR VECTOR TO PRECISION FINAL APPROACH COURSE.

Pilot: (identification), ROGER.

Approach: (identification), WEATHER (issue current weather), OVER.

Pilot: (identification), ROGER.

Pilot: (identification), DEPARTING SWAN AND LEAVING FLIGHT LEVEL TWO ZERO ZERO, OVER.

Approach: (identification), ROGER, MAINTAIN (altitude) THOUSAND, OVER. (Use only if a restriction is necessary.)

Pilot: (identification), ROGER.

Approach: (identification), RADAR CONTACT, IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN, OR FIVE (FIFTEEN) SECONDS ON FINAL APPROACH. ATTEMPT CONTACT ON (frequency) AND PROCEED VFR, IF UNABLE, CLEARED FOR APPROACH.

Pilot: (identification), ROGER.

II. HIGH ALTITUDE PENETRATION (JET) PHRASEOLOGY

- Pilot: Páishuī...(2110)...K'uàitào le SWAN..kāotu pǎoch'íh
2000 kǔngch'íh. Chōulǜ...(frequency)
- Approach: (2110)..Páishuī, CLEARED FOR TACAN TWO, K'óyi yǜng
21 hào p'ǎotào. PENETRATION FOR VECTOR TO
PRECISION FINAL APPROACH COURSE.
- Pilot: (2110), Míngpai.
- Approach: (2110)..ch'iyā 755..fēnghsiàng hsīpěi 3 miǎomǐ...
yúnkǎo 5000...yúnliàng 3.
- Pilot: (2110) Míngpai.
- Pilot: (2110), DEPARTING SWAN AND LEAVING FLIGHT LEVEL
TWO ZERO ZERO, huítá.
- Approach: (2110) Hǎote...kāotù pǎoch'íh 2000, huítá.
- Pilot: (2110) Míngpai.
- Approach: K'àntao nǐ 1e...IF NO TRANSMISSIONS ARE RECEIVED
FOR ONE MINUTE IN THE PATTERN, OR FIVE (FIFTEEN)
SECONDS ON FINAL APPROACH, yǜng (210.6) ch'ǔté
liénlò, néngchièn fēnihsíng. IF UNABLE, k'óyi
chiànglò.
- Pilot: (2110) Míngpai.

III. BEACON IDENTIFICATION (IFF) PHRASEOLOGY

Pilot: CANYON APPROACH, (identification), (position),
MAINTAINING (altitude) ON (frequency).

Approach: (identification), CANYON APPROACH, EXPECT PRECISION
APPROACH RUNWAY TWO ONE, WEATHER (issue current
weather).

Pilot: (identification), ROGER.

Approach: (identification), SQUAWK STANDBY.

Pilot: (identification), SQUAWKING STANDBY.

Approach: (identification), SQUAWK NORMAL.

Pilot: (identification), SQUAWKING NORMAL.

Approach: (identification), RADAR CONTACT, (number of miles)
MILES (direction) OF AIRPORT (vector information)
FOR VECTOR TO FINAL APPROACH COURSE, DESCEND AND
MAINTAIN (altitude) THOUSAND, OVER.

Pilot: (identification), LEAVING (altitude).

Approach: (identification), ROGER, IF NO TRANSMISSIONS ARE
RECEIVED FOR ONE MINUTE IN THE PATTERN, OR FOR
FIVE (FIFTEEN) SECONDS ON FINAL APPROACH, ATTEMPT
CONTACT ON (frequency) AND PROCEED VFR, IF UNABLE,
CLEARED FOR APPROACH.

Pilot: (identification), ROGER.

III. BEACON IDENTIFICATION (IFF) PHRASEOLOGY

- Pilot: Páishuī... (Wǒ shìh 2110)... Hsièntsàite wèichih...
tsài kuèich'ăngte tūngpěi-piēn-erh 25 Yīnglī...
pǎoch'íh (1000 kūngch'íh), chōulù.. (130).
- Approach: (2110).. Páishuī.. EXPECT PRECISION APPROACH.. yùng
21 hào p'ǎotào... t'ieñch'i pǎokào júhsià:
Ch'ǎngyā (755)... Méiyu yún... Fēnghsiàng (180)...
Fēngsú (5) miǎomī... néngchièntù (15) kūnglī.
- Pilot: (2110).. Míngpai.
- Approach: (2110).. SQUAWK STANDBY.
- Pilot: (2110).. SQUAWKING STANDBY.
- Approach: (2110).. SQUAWK NORMAL.
- Pilot: (2110).. SQUAWKING NORMAL.
- Approach: (2110).. K'àntao nīle.. tsài wǒmente (tūngpěi-piēn-
erh).. (8) Yīnglī.. (fānghsiàng 270).. FOR VECTOR
TO FINAL APPROACH COURSE, hsiàchiàng kǎotù..
pǎoch'íh 1000 kūngch'íh... huítá.
- Pilot: (2110).. LEAVING (altitude).
- Approach: (2110).. Hǎote.. IF NO TRANSMISSIONS ARE RECEIVED
FOR ONE MINUTE IN THE PATTERN OR FOR FIVE (FIFTEEN)
SECONDS ON FINAL APPROACH, yùng (210.6) ch'uté
lién-lo.. néngchièn fēihsiàng.. IF UNABLE, k'óyi
chiànglò.
- Pilot: (2110) Míngpai.

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IV. ARRIVAL CONTROL PHRASEOLOGY

The following transmissions are required of the arrival controller. The transmissions are not necessarily listed in the order given to the pilot, and, in some cases, they may be combined.

Initial contact and descent

Arrival: (identification), CANYON ARRIVAL, RADAR CONTACT, (vector instructions as necessary), DESCEND AND MAINTAIN (altitude) THOUSAND, OVER.

Pilot: (identification), ROGER, LEAVING (altitude) THOUSAND.

Landing check

Arrival: (identification), PERFORM LANDING CHECK, OVER.

Position report

Arrival: (identification), (number) MILES (direction) OF AIRPORT, OVER.

Pilot: (identification), ROGER.

(NOTE: T-2 Operator: Reduce to approach speed when target is 12 - 15 miles, bearing between 360° - 060°.)

IF 12

IV. ARRIVAL CONTROL PHRASEOLOGY

Arrival: (2110)...Páishuǐ...k'ántao nǐ le...(vector instruction as necessary), ksiàchiàng kǎotù...pǎoch'íh (1000) kǔngch'íh...huítá.

Pilot: (2110)...Míngpai...LEAVING (altitude) THOUSAND...

Landing check

Arrival: (2110)....chǔnpèi chiànglò...huítá...

Position report

Arrival: (2110)...Nímen tsài pěnch'ǎngte (nán-piēn-erh) 20 Yīnglǐ.

Pilot: (2110)...Míngpai.

(NOTE: T-2 Operator: Reduce to approach speed when target is 12 - 15 miles, bearing between 360° - 060°.)

V. CIRCLING APPROACH PHRASEOLOGY

Arrival: (identification), THIS WILL BE A SURVEILLANCE
APPROACH TO RUNWAY TWO ONE, CIRCLE TO RUNWAY ZERO
THREE, OVER.
(NOTE: Re-issue lost communications.)

Pilot: (identification), ROGER.
After starting final approach (on precision azimuth
scope)

Final: (identification), THIS IS CANYON FINAL CONTROLLER,
HOW DO YOU HEAR ME?

Pilot: (identification), LOUD AND CLEAR.

Final: (identification), CONTROLLER TRAINING IN PROGRESS,
OVER.

Pilot: (identification), ROGER.

Final: (identification), REPORT AIRPORT IN SIGHT, OVER.

Pilot: (identification), ROGER.

Final: (identification), ON FINAL APPROACH, DO NOT
ACKNOWLEDGE FURTHER TRANSMISSIONS.

Final: ON COURSE: (or) SLIGHTLY (WELL) LEFT OF COURSE:
(or) SLIGHTLY (WELL) RIGHT OF COURSE.

Final: TURN LEFT (RIGHT) HEADING (heading).

Final: (number) MILES FROM RUNWAY.

Final: SIX MILES FROM RUNWAY, PREPARE TO DECEND IN ONE
MILE, WHEELS SHOULD BE DOWN.

Final: FIVE MILES FROM RUNWAY, DESCEND TO YOUR MINIMUM
DESCENT ALTITUDE.

Final: CLEARED TO LAND RUNWAY ZERO THREE, WIND (direction)
AT (speed).

Pilot: (identification), I HAVE AIRPORT IN SIGHT.

V. CIRCLING APPROACH PHRASEOLOGY

- Arrival: (2110). THIS WILL BE A SURVEILLANCE APPROACH TO RUNWAY TWO-ONE, Páishuǐ tào 03-hào p'ǎotào...huítá.
- Pilot: (2110) Míngpái.
- Final: (2110) Chè shìh Páishuǐ chiào...T'īng wǒte shēngyīn tsěn-ma yàng?
- Pilot: (2110)...T'īngtao nǐ wǔko.
- Final: (2110) CONTROLLER TRAINING IN PROGRESS, huítá.
- Pilot: (2110) Míngpai.
- Final: (2110) Nǐ k'àntao chích'ǎng, ch'īng chiào...huítá.
- Pilot: (2110) Míngpai.
- Final: (2110) ON FINAL APPROACH..púpì huítá.
- Final: ON COURSE (or) SLIGHTLY (WELL) LEFT (or) RIGHT OF COURSE.
- Final: Tsǒ chuǎn (or) yù chuǎn...hánghsiàng (210).
- Final: Lí p'ǎotao 15 Yīnglǐ.
- Final: Lí p'ǎotao 6 Yīnglǐ...tào 5 Yīnglǐ k'āishǐh hsià-chiàng...ch'īlòchià yīngkāi fànghǎole.
- Final: Lí p'ǎotào 5 Yīnglǐ..DESCEND TO YOUR MINIMUM DESCENT ALTITUDE.
- Final: K'óyi yùng 03-hào p'ǎotào chiànglǒ...fēnghsiàng (tūngnán) (9 miǎomǐ).
- Pilot: (2110)...K'àntaole chích'ǎng.

Final: (identification), ROGER, CONTACT CANYON TOWER ON
(frequency).
Pilot: (identification), ROGER.
Final: ONE MILE FROM RUNWAY, IF AIRPORT NOT IN SIGHT,
EXECUTE MISSED APPROACH, CLIMB AND MAINTAIN THREE
THOUSAND, HEADING TWO ONE ZERO, ACKNOWLEDGE.
Pilot: (identification), GOING AROUND.
Final: (identification), ROGER, CONTACT CANYON DEPARTURE
CONTROL ON TWO FIVE FIVE POINT FOUR.

TRAFFIC INFORMATION (all positions)

Controller: (identification), TRAFFIC, (number) O'CLOCK,
(number) MILES, (direction) BOUND.
Pilot: ROGER.
Controller: (identification), CLEAR OF TRAFFIC.

Final: (2110)..Hǎote..yùng (235.8 chào-chōu) kēn Páshuǐ liénlò.

Pilot: (2110) Míngpai.

Final: Lí p'ǎotào yì Yīnglǐ...yàoshìh k'ǎnpuchièn chích'ǎng,
EXECUTE MISSED APPROACH...p'átao 3000, pǎoch'ín
kāotù, hánghsiàng 210, ch'íng huítá.

Pilot: (2110) Hǎote...p'ánhsuán ne.

Final: (2110) Hǎote...yùng 255.4 kēn Páishuǐ liénlò.

TRAFFIC INFORMATION (All positions)

Controller: (2110)..Wǒmen chèli yǔ fēijī, (9) O'CLOCK (9)
Yīnglǐ, hánghsiàng (tūngnán).

Pilot: (2110) Míngpai.

Controller: (2110) Hsièntsai méiyu huótùng.

VI. FINAL CONTROL PHRASEOLOGY (PRECISION)

The following transmissions are required by the final controller. The sequence of some of the transmissions may be changed and in some cases combined.

- Final: (identification), THIS IS CANYON FINAL CONTROLLER, RADAR CONTACT, HOW DO YOU HEAR ME?
- Pilot: (identification), LOUD AND CLEAR.
- Final: (identification), CONTROLLER TRAINING IN PROGRESS.
- Pilot: (identification), ROGER.
- Final: (identification), ON FINAL APPROACH, DO NOT ACKNOWLEDGE FURTHER TRANSMISSIONS.
- Final: ON COURSE: (or) SLIGHTLY (WELL) LEFT OF COURSE: (or) SLIGHTLY (WELL) RIGHT OF COURSE.
- Final: TURN LEFT HEADING (heading): (or) TURN RIGHT HEADING (heading).
- Final: (number) MILES FROM TOUCHDOWN.
- Final: APPROACHING GLIDEPATH, WHEELS SHOULD BE DOWN.
- Final: BEGIN DESCENT.
- Final: ON GLIDEPATH: (or) SLIGHTLY (WELL) ABOVE GLIDEPATH: (or) SLIGHTLY (WELL) BELOW GLIDEPATH.
- Final: CLEARED TO LAND, WIND (direction) AT (speed).
- Final: DECISION HEIGHT.
- Final: OVER APPROACH LIGHTS.
- Final: OVER LANDING THRESHOLD, TAKE OVER VISUALLY: (or) OVER LANDING THRESHOLD, LEFT (RIGHT) OF COURSE, TAKE OVER VISUALLY, CONTACT CANYON TOWER, TWO THREE SIX POINT SIX AFTER LANDING.

VI. FINAL CONTROL PHRASEOLOGY (PRECISION)

- Final: (2110) Chè shìh Páishuǐ...Wǒ k'ántao nǐ le...Wǒte shēngyīn tsěn-ma yàng.
- Pilot: (2110) Wǒ t'íngtao nǐ wǔko.
- Final: (2110) CONTROLLER TRAINING IN PROGRESS.
- Pilot: (2110) Míngpai.
- Final: (2110) ON FINAL APPROACH, Nǐ púpǐ huítá.
- Final: ON COURSE: (or) SLIGHTLY (WELL) LEFT (or) RIGHT OF COURSE.
- Final: Tsǒ (or) yù chuǎn, hánghsiàng (210)
- Final: (8) Yīnglǐ FROM TOUCHDOWN
- Final: Chiēhchin hsiàhuátiēn...Ch'ílòchià yīngkāi fànghǎo le.
- Final: K'āishǐh hsiàchiàng.
- Final: ON GLIDEPATH: (or) SLIGHTLY (WELL) ABOVE (or) BELOW GLIDEPATH.
- Final: K'óyi chiànglò...fēnghsiàng (tūngnán)...fēngsú (6 miǎomǐ).
- Final: DECISION HEIGHT
- Final: T'ūngkuò tǎohángtēng.
- Final: OVER LANDING THRESHOLD, Néngchièn fēiháng: (or) OVER LANDING THRESHOLD, LEFT (or RIGHT) OF COURSE, Néngchièn fēiháng...Nǐ chiànglò yǐhòu yùng 236.6 kēn Páishuǐ liénlò.

VII. TREND INFORMATION PHRASEOLOGY

GOING ABOVE/BELOW GLIDEPATH

GOING RIGHT/LEFT OF COURSE

COMING UP/DOWN TO GLIDEPATH

ADJUSTING/CORRECTING TO GLIDEPATH/ON COURSE

HOLDING ABOVE/BELOW GLIDEPATH

HOLDING LEFT/RIGHT OF COURSE

(Note: Trend information may be modified by the use
of the terms rapidly or slowly.)

VII. TREND INFORMATION PHRASEOLOGY

Fēitao hsiàhuálù shàngmièn/hsiàmien

Fēitao _____ yù (or) tsǒ piēn-erh.

Chiēhchin hsiàjuá lùhsien.

Tuichǔn ché-lù hánghsien.

Tsài hsiàhuálù shàng (or) hsià-mien, pǎoch'íh
wèichih.

Tsài _____ tsǒ (or) yù-piēn-erh pǎoch''ih
wèichih.